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Date 16 October 2023

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Dear Ms Altman,

GROUND FLOOR, 103 BOURNEMOUTH ROAD, CHANDLER'S FORD, EASTLEIGH, SO53 3AE

Application for discharge of Conditions 3 and 4 (Contaminated land), 5 (CEMP), 6 (Materials), 8 (Boundary treatment), 12 (Car Park and Delivery Management Plan), 14 (Hard surfacing), 15 (Noise), 21 (Cycle storage) and 25 (Lighting) of planning permission F/22/94159 for 'Single storey extension to existing commercial building (Use Class E, excluding E(b), (d), (g)ii, iii and (f)), including new refuse and cycle storage'.

In regard to application DC/23/95930, and following on from the previous HCC Highway consultation response dated 28 September 2023 and covered condition 5 - CEMP, information has now been received in regard to the other highway related conditions - Condition 12 (Car Park and Delivery Management Plan) and 21 (Cycle Storage). These have been reviewed and the following comments are made:

Condition 12 - Car Park and Delivery Management Plan

In regard to the Car Park and Delivery Management Plan, the plan covers the elements requested, and in specific regard to the Delivery and Car Park Management areas is generally acceptable. The methodology for delivery vehicle access and refuse collections (combined vehicle) is fully outlined and appears reasonable, and the initial car park management methodology is also acceptable with the onwads commitment of appointing a Car Park Management Company should issues arise being agreeable.

Director of Hampshire 2050
Garry Westbrook

The one concern is with the area of hatching located to the north of the proposed egress. This area will likely be within the vehicle detection area of the signals, and as such much be clear at all times. The size of the area however has the potential for an 'overspill' parking space, and whilst it is understood that the area is required for the tracking movement of delivery vehicles, its non-permitted use would be problematic. As such, the positioning of removable bollards or similar should be investigated, with these in place unless a delivery vehicle requires the area at which point bollards can be removed temporarily. This, or a similar solution should be added to the plan accordingly.

In terms of the signage to be provided to ensure access and egress is adhered to, again this is generally acceptable, and as referenced, is noted to be used at other likewise stores with good appropriate adherence. It is noted however that the 'No Entry' signage at the northern egress is set back some way into site, and this should be amended to be located in a prominent position at the frontage of the egress junction to ensure potential confusion of accessing at this point is removed. Again plans should be updated to show this, whilst also taking into account the position of a second signal pole that should be positioned to the south of the site egress junction (only a northbound pole is shown at present).

Overall however, whilst there would be no objection to the Discharge of Condition 12 from a planning perspective subject to the amendments outlined above, it should be noted by the applicant that the S278 for highway works is still ongoing and is not yet fully agreed. Due to this, they should be aware that further changes to signage and layout may be required subsequent to what is being reviewed as part of this condition discharge application, and that any changes will need to be fully implemented even if they are amendments to the current (and amended) plans. As such, full and early engagement with the Highway Development Agreements team is recommended.

A holding objection is made to the discharge of Condition 12 at the present time.

Condition 21 - Cycle Storage

In terms of cycle storage, a total of 5 spaces are proposed, 3 for staff and 2 for customers. In terms of the quantum, this is of course for EBC to consider in their role of Local Parking Authority, but it is noted that the customer provision appears potentially low. In terms of location and type however, this has been assessed and is acceptable. Sheffield Stand type cycle parking is proposed for customers and this is located in an area of high visibility running adjacent to Bournemouth Road, but not obstructing the existing footways.

In terms of the staff parking, again this will be provided by Sheffield Stands, but in a covered and secure locked area of site which is suitable for longer stay parking.

Director of Hampshire 2050
Gary Westbrook

No Objection is made in regard to the Discharge of Condition 21.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook